

In November 2001, the City Council unanimously passed Resolution 30408 that directed SeaTran to initiate and complete a technical design study of bicycle and pedestrian route options between 11th Avenue NW, where the Burke-Gilman Trail currently ends, and the Ballard Locks. The study is expected to be completed in the summer of 2002.



SeaTran's **Bicycle Spot Improvement Program** constructs low-cost improvements that enhance bicycle safety and convenience. Typical projects include pothole patching on bike routes, work on lanes and trails, drain grate replacement, signing and striping, motor vehicle warning signs at trail crossings, access improvements, and sidewalk bike rack installation. SeaTran also prints and distributes thousands of free *Bicycling Guide Maps* each year. [TSP *Bicycling Strategy: Make Improvements to Reduce Barriers and Resolve Bicycle Safety Problems*]

Over 2,000 sidewalk bicycle racks have been installed in neighborhood business districts since 1993.

Pedestrian Improvements

SeaTran is responsible for maintaining and improving pedestrian access throughout Seattle. In 2001, more than 20 locations benefited from substantial pedestrian improvements including new sidewalks, curb bulbs and crosswalks. [TSP *Walking Strategy: Make Street Crossings Safer and Easier*]

The City recognizes that the construction of **sidewalks** is an important issue for citizens. Even after extensive analysis in 1997-98, the City still faces questions about how to fund and construct large quantities of sidewalks when the costs, including related drainage improvements, are extremely high.

Available funding for new construction and maintenance of existing sidewalks is considerably lower than the identified need. The cost of installing sidewalks throughout Seattle is estimated at \$1.2 billion.

In order to complement existing sidewalk projects and address the concerns of communities, SeaTran has looked at lower-cost alternatives. In 2001, a few experimental walkways were installed, and others are planned for 2002. One type of walkway is created using **concrete curb stops**. Since there are spaces in between the curb stops, drainage is not typically an issue. SeaTran will monitor the success of these types of low-cost improvements over the coming years.

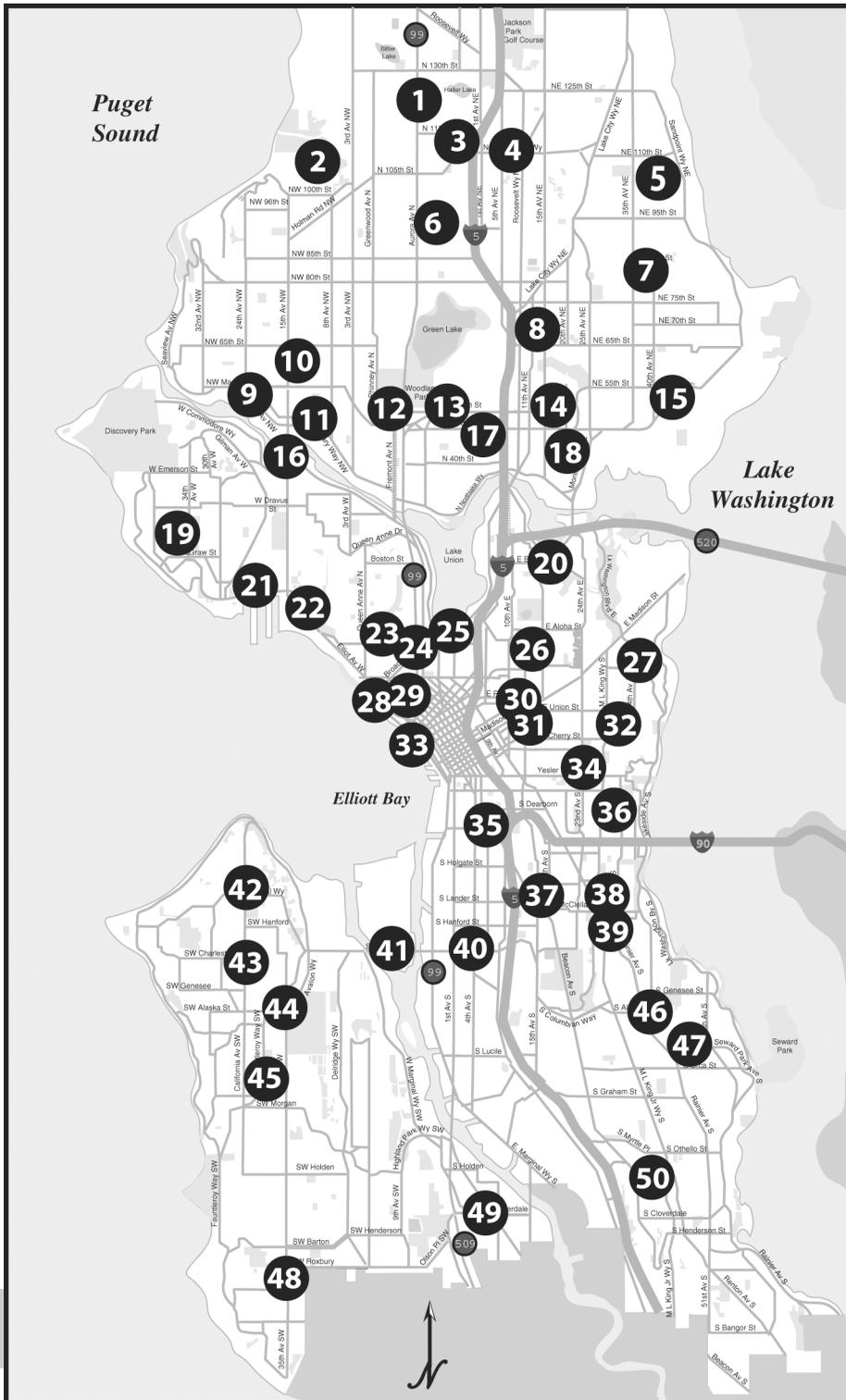


Curb bulbs at 12th Ave E and E Thomas St.



Pedestrian improvements at 23rd Ave S and S Jackson St.

Puget Sound



Map Key

- 1** CCTV, Transit Signal Priority, and Signal Optimization
- 2** Annual Chip Seal Paving Program
- 3** Traffic Circle at Corliss Ave N and N 115th St
- 4** CCTV Traffic Cameras
- 5** Way to Go, Seattle! Participating Family
- 6** Paving on N 92nd St from Meridian Ave N to 1st Ave N
- 7** Traffic Circle at 39th Ave NE and NE 80th St
- 8** Roosevelt High School Way to Go program
- 9** South Ballard Transportation Corridor Study
- 10** 15th Avenue NW Improvements
- 11** Burke-Gilman Trail Extension
- 12** N 50th Street Bike Lane
- 13** Paving on N 50th Street from Phinney Ave N to Latona Ave N
- 14** NE 50th Street Improvement Project
- 15** Princeton Bridge Replacement Project
- 16** Ballard Bridge Rehabilitation Project
- 17** Paving on Latona Ave NE from NE 45th St to NE 50th St
- 18** University Area Transportation Study
- 19** Paving on Viewmont Way W from 35th Ave W to 34th Ave W
- 20** Paving on East Lynn St from 6th Ave E to 19th Ave E
- 21** Magnolia Bridge Earthquake Repair
- 22** West Galer Street Flyover
- 23** Roy Street Pedestrian Improvements
- 24** CCTV Traffic Cameras
- 25** South Lake Union Area-wide Analysis
- 26** Capitol Hill/Pike-Pine Parking Management Strategies
- 27** Way to Go, Seattle! Participating Family
- 28** Waterfront Streetcar Improvement Project
- 29** Belltown Parking Management Strategies
- 30** Pedestrian Improvements at 12th Ave E and E Thomas St
- 31** Paving on 13th Ave E from E Union St to E Madison St
- 32** Paving on 34th Ave East from E Union St to E Pike St
- 33** Alaskan Way Viaduct & Seawall Project
- 34** Flexcar Expansion
- 35** SR 519 Project
- 36** Traffic Circle at 30th Avenue S and S Judkins Street
- 37** Pedestrian Improvements at Beacon Ave S and 15th Ave S
- 38** Pedestrian Improvements on Martin Luther King Jr. Way S
- 39** McClellan Town Center Development Strategy
- 40** Contract 3 of the Spokane Street Viaduct Widening Project
- 41** Seattle Transit Study for Intermediate Capacity Transit (West Seattle to Northgate)
- 42** Paving on SW Admiral Way from 41st Ave SW to 47 Ave SW
- 43** Sidewalk Improvements in the West Seattle Junction
- 44** Paving on SW Alaska St from 39th Ave NW to 42nd Ave NW
- 45** Traffic Circle at 42nd Ave SW & SW Juneau St
- 46** Car Smart Community Challenge Grant issued for bike program
- 47** Traffic Circle at 47th Ave S and S Bennett St
- 48** Way to Go, Seattle! Participating Family
- 49** Pedestrian Improvements at 7th Ave S and S Cloverdale St
- 50** Annual Chip Seal Paving Program

Examples of **pedestrian improvements** installed in 2001 include: complete removal and reconstruction of significantly damaged sidewalks on Roy St in the Uptown neighborhood; median and crosswalk improvements on S Jackson St east of 23rd Ave S; curb bulb installation on Martin Luther King Jr. Way S; intersection improvements on E Green Lake Way NE; sidewalk installation with curb bulbs at 7th Ave S and S Cloverdale St; and sidewalk improvements on 31st Ave S and Corson Ave S. [TSP Walking Strategy: Improve the Sidewalk System]



New fluorescent yellow-green school pedestrian signs.

SeaTran also completed the installation of new, **fluorescent yellow-green school pedestrian crossing signs** on major and minor arterial streets. More than 250 new **curb ramps** at intersections were installed throughout Seattle to improve access and mobility for pedestrians.

In 2001, SeaTran completed an assessment of all of the City's uncontrolled marked crosswalks. This survey evaluated more than 850 sites, noting the location and condition of signs, sight distance, crosswalk markings, and any other potential trouble spots. With this information, SeaTran can now systematically pursue improvements at these locations.

More Neighborhood Programs

The City is committed to making transportation improvements in all of Seattle's neighborhoods. Neighborhood projects of all sizes are highlighted throughout this report and have been accomplished as part of street maintenance and paving programs, the Bicycle Spot Improvement Program and other bicycle as well as pedestrian facility improvements, neighborhood parking management programs, and trip reduction efforts.

In addition to these activities, SeaTran has a division that specifically works to address the high demand for traffic control in neighborhoods. In 1978, SeaTran created the Neighborhood Traffic Control Program as part of the City's annual Capital Improvement Program.

In addition to street design improvements, SeaTran works with local communities on the **Speed Watch Program**. This program offers a unique way to promote traffic safety in neighborhoods using the three E's – Engineering, Education, and Enforcement. The Speed Watch program is designed primarily to educate drivers to slow down and exercise caution when using neighborhood streets. Over the past year, the **Speed Watch Trailer** has visited over 45 locations throughout Seattle. In late 2001 a second Speed Watch Trailer was purchased.

Seattle neighborhoods completed 38 neighborhood plans during a five-year period ending in 1999, and SeaTran continues to implement many of the transportation-related recommendations. Three SeaTran staff represent different geographic areas in Seattle and are instrumental in linking community ideas to SeaTran and other City department's staff and funding sources.



23 traffic circles were installed in 2001.



The speed watch trailer was used in over 45 locations in 2001.